

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Azov State Steamship Company (Azovskoye Gosudarstvennoye Morskoye Parokhodstvo) was a steamship company subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Southern Fleet. This company's administration was located in Rostov na Donu, on Prospekt Budenny (suburb of Nakhichevan). The company was organized in 1939 as a result of the reorganization which the Black Sea State Steamship Company underwent at that time. It maintained communication lines between the following ports: Rostov na Donu, Taganrog, Zhdanov, Osipenko, Kerch, Taman, Temryuk, Yeysk, Anapa, Novorossiysk, and Odessa.
2. The 1951 transport plan for the Azov State Steamship Company called for transport of two million tons of cargo. The principal cargoes transported by this company were:
 - (a) Coal from Rostov na Donu and Zhdanov to Kerch, Taman, and Temryuk for local industrial installations operating in these towns;
 - (b) Machinery and equipment (mainly agricultural) from Rostov na Donu, Zhdanov, and Osipenko, to Kerch, Novorossiysk, and Yeysk;
 - (c) Grain from Novorossiysk to Kerch and Rostov na Donu, from where it went further north;
 - (d) Foodstuffs (fish, meat, and tobacco) from Kerch and Rostov na Donu, to Zhdanov, and Osipenko;
 - (e) Construction materials from Novorossiysk and Rostov na Donu, to Taganrog, Kerch, Osipenko, Zhdanov, and Yeysk. These construction materials were used mainly for reconstruction of cities and ports destroyed during World War II. Large quantities of cement were shipped from Novorossiysk;

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- (f) Timber from Rostov na Donu to all other ports. This timber was either floated down the Don River or brought in by rail to Rostov na Donu;
- (g) Processed metals from Osipenko and Zhdanov to Novorossiysk and Kerch;
- (h) Miscellaneous cargoes. Sometimes ships of the Azov State Steamship Company were used to transport manganese ore (originating from the Maykop region) and iron ore for the Black Sea State Steamship Company, to Novorossiysk, Zhdanov, Osipenko, Kerch, and Odessa.

3. Breakdown of cargoes transported by this steamship company in 1951 was as follows:

	<u>Million tons</u>
Machinery and Equipment	0.3
Coal	0.2
Grain	0.1
Foodstuffs	0.2
Construction Materials	0.3
Timber	0.2
Processed Metals	0.3
Miscellaneous Cargoes	0.4

4. Two passenger lines were operated by the Azov State Steamship Company:

- (a) Rostov na Donu-Taganrog-Zhdanov-Osipenko-Kerch-Rostov na Donu;
- (b) Rostov na Donu-Azov-Yeysk-Taman -Kerch-Rostov na Donu.

5. Detailed organization of the Azov State Steamship Company was as follows: Director; first deputy director (chief engineer); second deputy director (chief of operations); third deputy director (chief of personnel); and the head of political administration. Administrative sections and their T/O of personnel were as follows: Marine Engineering Section-14; Designing Bureau-eight; Technical Supply Section and Motor Pool-24; Radio Center-27; Operation Section-15; Commercial Section-three; Maritime Inspectorate-five; Personnel Section-six; Mobilization Section-three; Construction Section-19; Planning Section-four; Labor and Wage Section (Head Sen. Tech Lt. MF Aleksandr Shapovalov)-three; Accounting Office-nine; Secret Document and Cipher Section-seven; Administrative Section-12; Office of the Director-three.

6. The fleet of the Azov State Steamship Company was composed of 24 transport ships and approximately 15 auxiliary vessels. The ships belonging to the transport fleet were as follows:

- (a) Six steamships with displacement of 1000-1500 tons, manufactured in the pre-revolutionary period. Most of them had one propeller and were equipped with triple steam expansion engines of Compound make, a capacity of 600-800 hp, 150 rpm. They had two Scotch boilers with steam pressure of 10-12 atmospheres. Their speed unloaded was eight to nine mph; loaded, their speed was six to seven mph. [redacted] one ship belonging to this group: the NIKOLAI MOROZOV.

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- (b) Six steamships with displacement of three thousand tons manufactured in the twenties. They had one propeller and were equipped with triple expansion steam engines with a capacity of 1200-1500 hp, 120 rpm. Their speed unloaded was 9-10 mph; loaded, six to eight mph. [redacted] one ship belonging to this group: the KHASNODOL.

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- (c) Twelve diesel two-propeller ships of various makes manufactured in USSR and abroad in the late twenties. Their displacement was 1500-2000 tons. They were equipped with diesel engines: MAN, Deutz, RD (Russkiy Diesel), with capacity of 800-1500 hp, 120-150 rpm. Speed unloaded, 10-11 mph; loaded, seven to eight mph.
 - (d) Fifteen launches, tugboats, and barges.
9. The fleet of the Azov State Steamship Company was mainly composed of old ships of the Black Sea State Steamship Company which the latter company discarded. Consequently, the quality of the ships in the Azov Company's fleet was rather poor.

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